



## TRAFFIC SAFETY AND PARKING COMMITTEE

SAN BRUNO CITY HALL  
City Hall Training Room, Adjacent to Public Works  
567 El Camino Real  
San Bruno, California

**WEDNESDAY, May 3, 2006 – 6:00 PM**

### **AGENDA**

**1. ADMINISTRATIVE ACTIONS -**

- A) Roll Call – Stephen Pieraldi (Chair), Peter Jalilie (Vice Chair), John Giuseponi, Doris Maez, Sol Weiner

**2. APPROVAL OF MINUTES -** Action requested to approve minutes for April 5, 2006.

**3. COMMUNICATIONS FROM CITY COUNCIL -**

None

**4. OLD BUSINESS –**

- A. STOP sign and red curbing has been installed at the intersections of Colby Way and Madera Way and Colby Way and Highland Drive. The signs are now uncovered and operational.
- B. The proposal for speed humps and one-way street designation on Cypress Avenue from Santa Lucia Avenue to Crystal Springs Road will be prepared in a Staff Report for City Council review at the May 9, 2006 City Council meeting, rather than for the April 25, 2006 meeting.
- C. Moulton Drive cul-de-sac and Skyline College stairway needed lighting update: (1) Application has been made for this street light proposal to be heard by the Crime Prevention Committee. (2) Staff has met with a PG&E representative at the cul-de-sac to discuss lighting options. PG&E can power a street light. Staff will consider lighting options and costs and available budget. Marty and Mark Radovich, 3880 Moulton Drive, initially requested the street lighting.

Regarding the second request by Mr. and Mrs. Radovich for a STOP sign installation on Sunset Drive at its intersection with Moulton Drive, staff recommends denial for the following reasons:

1. According to police records there have been no accidents in the intersection in the past two years, and the traffic volume is low through the intersection.
  2. The intersection has conditions similar to or better than many other intersections in the City where STOP signs are lacking. This intersection conditions afford poor to good clear view of approaching vehicles, depending on the direction of travel.
- D. The eight speed limit changes recommended in the 2005 Speed Zone Survey, which were approved by the Committee, have been approved by the City Council in its April 25, 2006 meeting. Approval included a speed limit revision to City Ordinance and approval of the Speed Zone Study report.



- E. At the last TSPC meeting, parking restrictions (and release of red curb restriction for #3 below) were approved for the following locations:
1. Chuy's Deli at 875 Huntington Avenue, Jesus Meledrez, applicant.
  2. Hanlon's Tire Service at 205 West San Bruno Avenue, Martin F. Labaugh, applicant.
  3. Park Plaza Apartments at 2081 Whitman Way, Joe Klarich, applicant.

Letters will be provided to the applicants for signatures agreeing to pay costs for implementing the approved parking restrictions for 1. and 2. above. Upon receipt of the signatures, the applicants requests will be forwarded to the May 9, 2006 City Council meeting for consideration of approval. Signatures not received will cause the request to be held back from Council consideration until such signature is received. In the case of number 3 above, staff is attempting to have SamTrans remove the red curbing, otherwise the applicant must pay for the low cost for a gray paintover of the red curbing.

Implementation of the parking restrictions will begin shortly after City Council approval.

## 5. NEW BUSINESS -

- A. Request for a single, Sunset Drive, curb side, handicap parking space in front of 3651 Sunset Drive, Debbie Glaister, applicant.

The applicant is requesting the single handicap space at the curbside in front of the walkway to her front door. The applicant has undergone surgery, which has caused the use of a walker and crutches.

Staff has conducted a study of the request with results as follows:

### Site conditions:

The applicant's house is located on the east side of Sunset Drive where Sunset Drive is moderately steep uphill toward the south. The applicant's double driveway to the garage is nearly level and flat in the half of the driveway farthest from the front door of the house. The garage floor is downhill from the house floor. There is a stairway inside the garage leading up to the house floor, which the applicant states is not accessible to her.

If the handicap space were to be granted, the applicant could access her front door from the Sunset Drive curbside by crossing the existing public sidewalk located at the back of the street curb, and then walking approximately 25 feet, slightly upgrade over the house walk and up several steps to the porch and front door.

Without the requested handicap space, the applicant could access the house from either of the following two options:

1. From a vehicle parked in front of her driveway that is down slope from the house walk, she could walk approximately 20 feet up the sloping public sidewalk to the beginning of the above mentioned house walk, (total distance 20 feet to house walk at the requested handicap space location); or



2. From a vehicle parked in the above mentioned double driveway space in front of the garage, she could walk approximately eight feet level and then the same 20 feet of option 1, above, to the beginning of the house walk. (Total distance 28 feet to house walk at the requested handicap space location.)

**STAFF RECOMMENDATION:** Denial of the request. The City does not normally issue public street curbside handicap spaces. A handicap space could be legally occupied by any vehicle displaying a handicap placard and not necessarily that of the applicant. Installation of the handicap space would lessen the upslope walking distance from the driveway (a worst case) to the beginning of the house walk by 20 feet to 28 feet.

The normal public curbside parking where the handicap space would be located is still available to the applicant on a first come, first served basis. However, applicant states that neighbor(s) do use this space often.

The applicant is willing to pay the cost of installation and removal costs. If the handicap space were approved for a limited time, the paint could at the end of the time limit be painted over and the sign removed.

- B. Elizabeth Caceras, applicant, 3200 Crestmoor Drive. Ms. Caceras is requesting that approximately 22 linear feet of red curb be painted on the street curb in front of her home to prevent parking immediately north of her driveway. Ms. Caceras has experienced difficulty in backing into Crestmoor Drive from her driveway. This is especially true when the vehicles of neighbors are parked at the northerly edge of her driveway such that there is no view of approaching, Crestmoor Drive traffic from the north in the lane nearest the driveway.

Staff has recently conducted a study to determine stopping sight distance to the applicant's driveway. The study results showed that a marker, representing the applicant's backing vehicle at the driveway, could be seen, continuously, from a Crestmoor Drive vehicle approaching the subject driveway on an uphill portion of Crestmoor Drive. This continuous view began at a distance of 200 feet, measured over the uphill surface of Crestmoor Drive, approaching the driveway. Given the 25 mph speed limit of Crestmoor Drive, the required stopping sight distance is 150 feet from an approaching Crestmoor Drive vehicle, if that vehicle were on a level street. Since the approaching vehicle is on a sloped portion of Crestmoor Drive, the actual, required, stopping sight distance is considerably less than 150 feet. There is, therefore, ample stopping sight distance.

Minimum stopping sight distance is defined as the minimum distance required for a motorist to react to seeing an object where stopping is required and to apply the brakes to stop the vehicle, plus the distance that the braking vehicle travels before stopping without striking the object. The object is of a given height, in this case the rear of a backing car, assumed to be 2.5 feet above the street surface at the driveway.

**STAFF RECOMMENDATION:** Staff recommends denial of the applicant's request, as there is more than sufficient stopping sight distance for an approaching, uphill, Crestmoor Drive motorist to stop for the applicant's backing car. This situation is similar to many others within the City. In such situations, backing should be cautious, giving approaching motorists ample time to observe, react and stop, if necessary.



**6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA -**

Public comment on matters concerning traffic safety, parking and transportation issues. (It is the TSPC's policy to refer matters raised in this forum to staff for investigation and/or action where appropriate. Brown Act prohibits the TSPC from discussing or acting upon any matter not agendized pursuant to State Law.)

**7. REPORT BY STAFF ON TRAFFIC RELATED ISSUES OR ACTIONS –**

- A. Doris Maez requested a review of crosswalk deficiencies at the I-380 and El Camino Real (ECR) Interchange Status:
  - 1. Caltrans has painted the crosswalk on the southbound El Camino Real off-ramp to westbound I-380. Caltrans promised to install an advance crosswalk sign when workload allows.
  - 2. At the westbound I-380 off-ramp at El Camino Real, the crosswalk and pavement were found to be unraveling. The repair of this crosswalk has been assigned to the contractor constructing the El Camino Real improvements along El Camino Real at the Tanforan Mall.
  - 3. The bushes have been cleared back by City Parks Dept. forces at the northbound El Camino Real off ramp to eastbound I-380. Pedestrians at the crosswalk over this ramp are now much more visible to motorists entering the on-ramp.
- B. Staff is in the process of attaining a copy of the survey done by the Chamber of Commerce last year regarding parking on San Mateo Avenue. Resident Scott Bushman mentioned this at the last TSPC meeting. A copy was requested from the City Manager's office by City staff for review and will be forwarded to the TSPC.
- C. Regarding the request by resident Tom Hamilton, 3481 Crestmoor Drive, for a review of speeding on his street, the latest approved Speed Zone Study shows a high degree of speeding on Crestmoor Drive. See attached diagrams from the report. The Police Department will be notified. Note on the bar chart attached that the location of this survey is near Mr. Hamilton's address.

**8. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES –**

- A. Bike and Pedestrian Committee (Maez)
- B. Caltrain Grade Separation Citizens Advisory Committee (Maez, Giuseponi)

**9. ADJOURNMENT**

**Posted and Mailed 4/27/2006**